

TRANSPORTATION

The existing road system serving the study area consists of Pulaski Highway (US Route 40) which provides access to MD 43 (and thereby I-95, I-695, and the Beltway). To the south, Pulaski Highway intersects with Middle River Road, which in turn intersects with Bird River Road. Bird River Road intersects with Ebenezer Road, which connects with Pulaski Highway and Eastern Boulevard. Earls Road also links Eastern Boulevard with Ebenezer Road and Wampler Road connects Bird River Road with Middle River Road and Martin Boulevard. Additionally, there are numerous minor roads that lead into Bird River Road and Ebenezer Road. The road network provides easy access to major employment and retail centers.

Present Traffic Problems

All roads within the study area are narrow, two-lane country roads without sidewalks, shoulders, curb and gutter. Heavy use (see Table 3), structural deficiencies, and excessive speed cause traffic problems that need to be addressed.

Ebenezer Road serves not only residents within the study area, but is also used by motorists living in the Bird River, Twin River, Oliver Beach and Bay Country area, as well as various developments along Eastern Boulevard. Additionally, it is used by trucks carrying sand and gravel from Redland Genstar to their destination points. Ebenezer Road is too narrow for the present volume of traffic. Lack of shoulders prevents emergency stops. Also, drainage problems lead to slippery road conditions. The narrow bridge over the Windlass Run poses an additional safety problem.

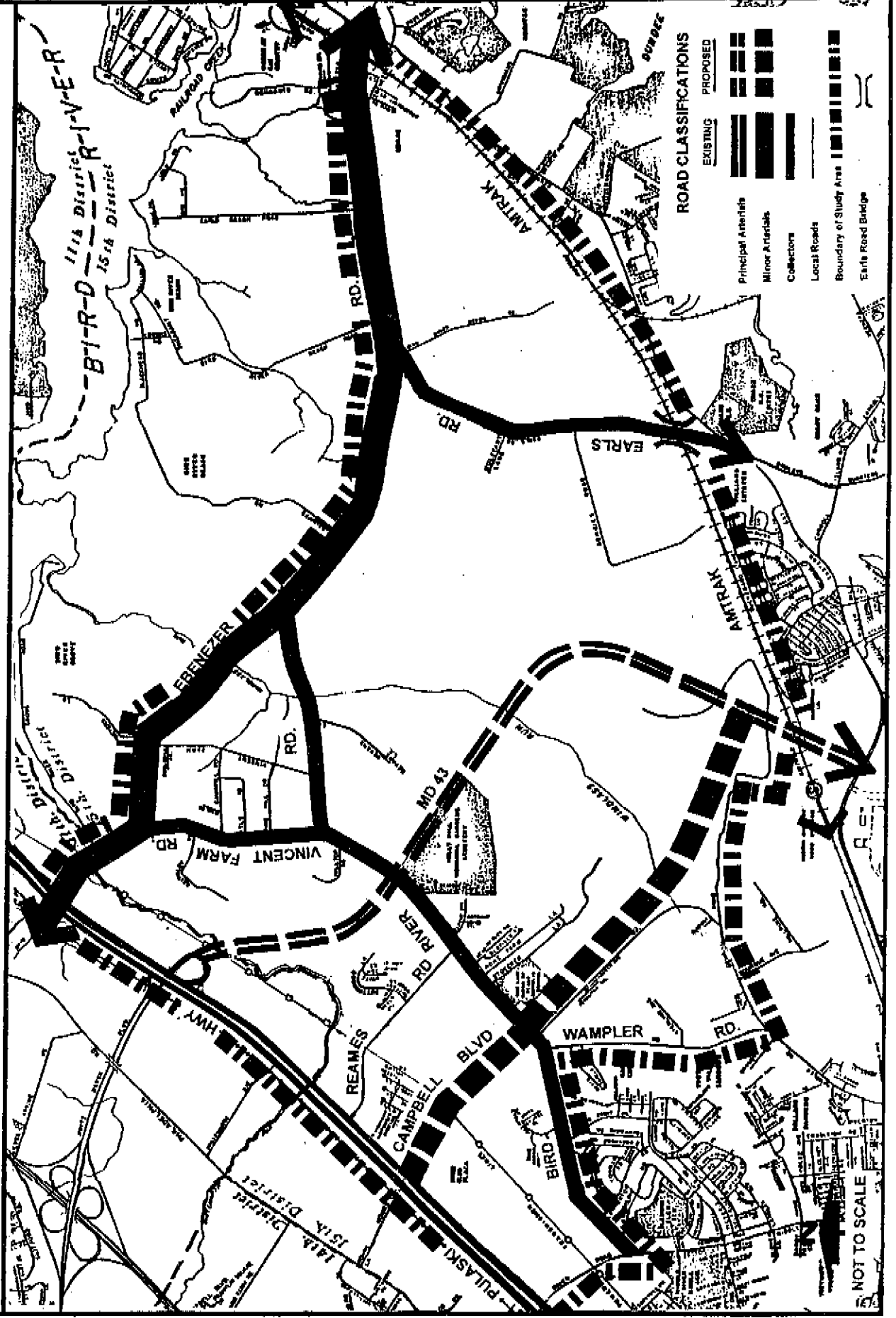
TABLE 3
Traffic Counts
Windlass Run/Bird River Road Area

Name of Road/ Section of Road	Date of Traffic Count	Number of Average Daily Trips
Earls Road (north of Eastern Boulevard)	1991	4,200
Ebenezer Road (east of Pulaski Hwy.)	1997	12,000
Ebenezer Road (between Bird River Road and Eastern Boulevard)	1997	11,200
Bird River Road (between Vincent Farm Road and Ebenezer Road)	1997	3,500
Bird River Road (Wampler Road to Reames Road)	1997	4,000
Bird River Road (Middle River Road to Wampler Road)		
MD 43 (between I-95 and Philadelphia Road)	1997	32,000
MD. 43 (between Philadelphia Road and Pulaski Highway)	1997	28,000

Source: State Highway Administration, Maryland Division of Traffic Engineering, Baltimore County

WINDLASS RUN / BIRD RIVER ROAD AREA COMMUNITY PLAN

Existing / Proposed Road System



The intersection between Ebenezer and Earls Road has problems with visibility. The Baltimore County Division of Traffic Engineering should be consulted to determine ways to address the problem.

Earls Road has the potential of serving the truck traffic coming from the Redland Genstar surface mining operation. Full use of that road is prevented by the structural deficiencies of the Earls Road Bridge. The bridge, which crosses the railroad tracks, is too narrow and has weight restrictions. Replacement of the bridge would alleviate the traffic problems along Ebenezer Road. The award of a contract to completely replace the Earls Road bridge is anticipated for August 1998 and should be completed by August/September 1999.

Bird River Road is presently not as heavily used as Ebenezer Road, but future development could greatly impact traffic volumes on that road.

Programmed Roadways

From the beginning it was recognized that the construction of several hundred additional homes could have a significant impact on the existing road system. To alleviate potential traffic problems caused by new residential subdivisions, several developers and the County agreed to extend Campbell Boulevard to Bird River Road. The Master Plan 1989-2000 classifies the section of Campbell Boulevard between Pulaski Highway and Bird River Road as a non-programmed road. The construction of Campbell Boulevard will be a joint venture shared by developers with properties abutting the proposed road and the County, which will construct the necessary link between these developments and Route 40. The beginning of construction of Campbell Boulevard is projected for the year 2000.

Likewise, the State, the County and parties interested in the development of the A.V. Williams tract, found the existing road system inadequate to realize the full development potential of that property. The extension of MD 43 to Eastern Boulevard is anticipated to be completed by the year 2003.

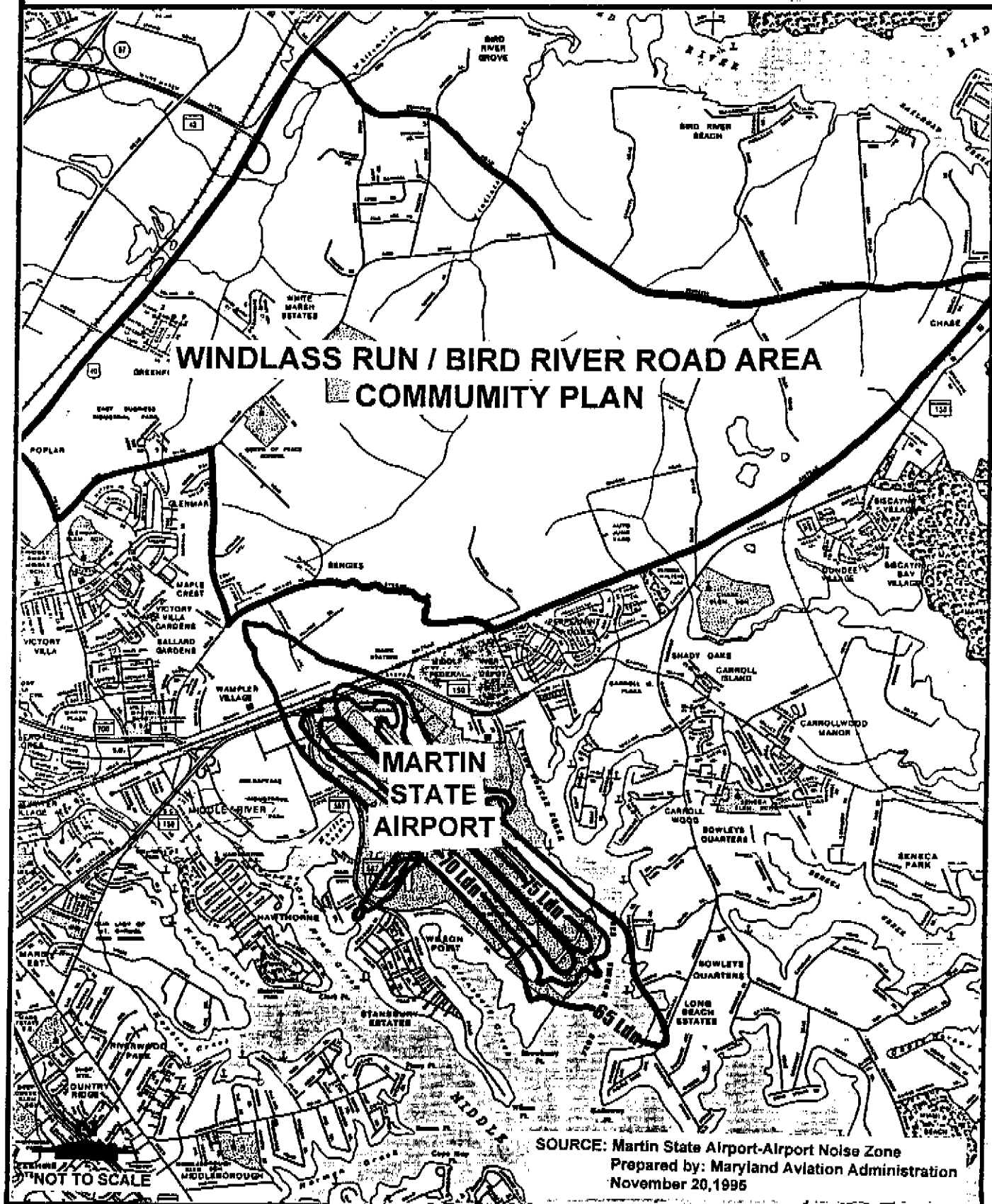
Public Transportation

Public transportation in the study area is minimal. MTA Bus line No. 23 operates between downtown Baltimore, Middle River and Oliver Beach. A side line of bus No. 23 serves Middle River Road up to Compass Road. Extending bus service to or within the study area does not seem to be a primary concern of local residents and there are presently no plans to expand service in the area.

The Maryland Rail Commuter (MARC) service has served Baltimore County since 1991 when the Penn Line was extended from Baltimore City. The MARC station, which is located on Eastern Boulevard across the street from Martin State Airport, provides service between Baltimore's Penn Station and Union Station in Washington, DC. The primary purpose of this rail service is to accommodate commuter traffic between Baltimore and Washington, DC. The rail

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Noise Zone Map (Martin State Airport)



service consists of three morning trips to Washington, DC, and four return trips in the evening. Weekend rail service is not available.

South of the study area, across Eastern Boulevard, is the Martin State Airport. In 1975, the State of Maryland purchased this airport from Martin Marietta Corporation, and it is now owned by the Maryland Aviation Administration (MAA). With 747± acres, Martin State Airport is the largest general aviation facility in Maryland. The airport accommodates both civil and military aircraft, the latter being primarily used by the Maryland National Guard. An important function of Martin State is to serve as a reliever airport. This type of airport is a special category among general aviation facilities that provides pilots with alternative landing areas. The airport consists of one active runway, three inactive runways and a series of hangars. All development in the area near the airport must be in accordance with the Airport Noise Zone Regulations.

Recommendations

Ebenezer Road (between Pulaski Highway and Harewood Road):

- Provide shoulders on each side of the road.
- Provide sidewalks, curb and gutter within the vicinity of the Vincent Elementary School site at the time the school is being constructed.
- Address drainage problems along Ebenezer Road.
- Widen bridge over Windlass Run.
- Resurface road with materials that withstand truck traffic.

Earls Road:

- Consult with Baltimore County Division of Traffic Engineering to find ways to correct the visibility problems at Earl Road and Ebenezer Road and realign the intersection to improve safe operating characteristics.
- Widen bridge over railroad tracks.
- Resurface road with materials that withstand truck traffic.

Bird River Road:

- Repave surface.
- Provide sidewalks, curb and gutter inside the URDL between Middle River Road and Reames Road.
- Widen bridge over Windlass Run.

Maryland 43:

- Extend MD 43 to Eastern Boulevard without direct connection to Bird River Road.
- Investigate possible connection to Earls Road.

Campbell Boulevard:

- Extend Campbell Boulevard to MD 43.

All Roads in the Study Area:

- Where feasible, construct bike lanes along all roads, except minor roads in subdivisions, that are reconstructed or newly developed.

Environmental Constraints Map

